

COPY OF PAPERS
ORIGINALLY FILED

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES



the patent application of

Hall et al.

Application No. 09/172,577

Filing Date 10/13/1998

For INERT GAS BLANKET FOR PROTECTION FROM OXIDATION

Declaration with Good Reason for Entry and New Published Art

On appeal from

Group Art Unit 3682

Examiner Chong H. Kim

Supervisory Examiner David A. Bucci

Commissioner for Patents
Washington, D.C. 20231:

RECEIVED

JUL 11 2002

GROUP 3600

We, Richard H. Hall and Theodore W. Selby, state and declare:

We are the named inventors of the present application.

Attached hereto is a copy of a CAR CARE TIP article entitled, "Sludge Pits," from the July 2002 issue of Popular Mechanics, in with a note to our attorney from inventor Richard H. Hall, Ph.D. The article would dispose of any weight to the Examiners' argument that extended oil changes are viable with other known technology than that of the present claimed invention, and, in particular, as claimed in our claims 51 and 52.

The present information could not have been filed earlier because the reference from which it came only published most recently. It was forwarded to our attorney on June 11, 2002, without delay, and the present declaration executed and filed shortly thereafter. It strongly rebuts the Examiners' case and strongly supports the patentability of the claims, to especially include present claims 51 and 52. Therefore, this declaration may be entered and considered by the Board in the present appeal.

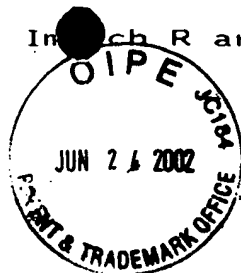
All statements made herein of my own knowledge are true, and all statements made herein on information and belief are believed to be true. And, these statements were made with the knowledge that willful false statements and the like so made are punishable by fine and/or imprisonment under 18 USC 1001, and may jeopardize the validity of this application or any patent issuing whereon.


Richard H. Hall

Dated: June 13, 2002


Theodore W. Selby

Dated: 02.06.13



COPY OF PAPERS
ORIGINALLY FILED

Car Care

Auto Clinic

PCP AL ~~MECHANICS~~ June 2002

Why Be Normal?

Is there a "normal" life expectancy for struts? My 1995 Dodge Caravan does not seem to ride as well as it did when it was newer—it doesn't seem as if there is as much damping over bumps. I took the minivan to the dealer complaining about the ride. But all they did at the dealership service department was the bounce test. They said the results were normal. I question the accuracy of tests of this type.

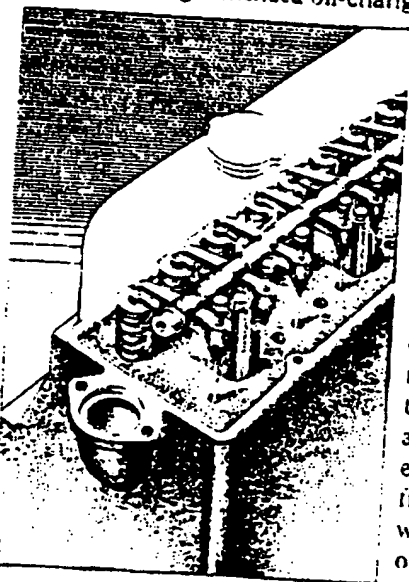
JOHN SPRADLES
MEMPHIS, TN

Let's see, John. The ride isn't as good, and you feel there isn't much damping left, and your minivan is 7 years old and has, I'm guessing, somewhere between 50,000 and 100,000 miles on the odometer. Yep, struts are worn out. You've answered your own question.

Strut or shock absorber life is largely dependent on your driving style, how much load you typically carry and the

Sludge Pits

It has become an industry-wide issue: Engines are sludging up. Published oil-change intervals have been creeping up for years because car owners want their cars to be more maintenance-free. Well, it's not working. Extended oil-change intervals cannot be applied across the



board—even with improved oils and metallurgy. Neglected oil can turn to gummy sludge that clogs your engine's oil passages and causes engine damage. Even Toyota, with its reputation for engine longevity, has issued a letter to owners of many late-model V6 cars promising extended warranties for slugged-up engines. The carmaker says that its 7500-mile oil-change intervals are for cars in "normal" service. However, Toyota claims that the average driver's commuting and shopping driving cycle is considered "severe" service, requiring more frequent oil changes. Here at P.M., we've always advocated the 3000-mile oil change.



FYI

6/12/2002

4

CHRIS

OIL CHANGE AMMO!

SO MUCH FOR EXTENDED
OIL CHANGES WITH EXISTING
EQUIPMENT.

Doc Hall